STATE OF WESTMINSTER ABBEY.

SIR,—It has been stated that the Dean of Westminster has, with his well-known liberality and enthusiasm, resolved to apply a considerable portion of his income to the repairs and improvements of the Abbey; but the following extraordinary circumstances have not yet been made known to the public, though they are deeply interesting.

Dr. Buckland having determined to set a noble example, very judiciously began by a close investigation of the actual state of the edifice; and lo! it has been discovered that buttresses and other essential parts of the building are in a dilapidated, and even imminently dangerous condition, so as to threaten with destruction some of the venerable Royal chapels, and the unequalled national relics they contain. It is, indeed, fortunate that the appointment of a dignitary alike remarkable for rare acquirements in science and a generous disposition, has saved the country from the impending misfortune, and the abbey authorities from unavailing reproaches. But the case naturally leads to the question,—how it happened that the ruinous condition of parts of the admired structure was not observed and remedied by others previous to the present Dean's appointment. Appended to a return, printed by order of the House of Commons, on the motion of Mr. Hume, 25th July, 1845, and signed by the auditor of the Dean and Chapter, is a declaration that the moneys received at the entrance are appropriated to "such ornamental improvements of the Abbey and buildings belonging thereto, as do not fall within the ordinary repairs of the fabric (which is maintained out of the funds of the Dean and Chapter, usually appropriated to that specific purpose), or in any manner at the discretion of the Dean and Chapter, so that it be not made use of for any other object for which the Dean and Chapter collectively, or the Dean and Canons individually, are bound to provide."

Four years after this declaration, we learn that the funds usually appropriated to that specific purpose have not been applied to the necessary repairs of the fabric; that the objects for which the Dean and Chapter are bound to provide have been miserably neglected, and at last it devolves individually on a new dean, and he a rare example of liberality and science, to stop the onward course of ignorance, neglect, and utter ruin to the most important of our national antiquities. Surely it would become Mr. Hume or Lord John Russell to ascertain the cause of these inconsistencies; nor should our archæologists cease agitating until simlar neglect is rendered impossible throughout the land.

A TRUE ENGLISHMAN.

RAILWAY JOTTINGS.

From official returns it appears that the amount of traffic for the last week, on 4,432 miles of railway, was 186,473*l*., thus accounted for:—81,461*l*. for the conveyance of passengers only; 53,942*l*. for the carriage of goods, and a remainder of 49,070*l*. for passengers and goods together, not respectively apportioned; being an increase of 27,842*l*. over the corresponding week of last year, when the mileage was 3,543. The average earnings per mile were 42*l*., whilst last year they were 44*l*.——The increase of receipts on the London and North-Western for the last eleven weeks, over and above the corresponding period of last year, amounts to 26,845*l*., or 2,444*l*. per week. The gross receipts for the eleven weeks have been 405,635*l*., or at the rate of nearly 2,000,000*l*. per annum.——The London and Brighton have made considerable reductions in the charge for periodical tickets, with the view of encouraging building, and extending facilities for suburban residence in connection with the short stations between London, Croydon, and Epsom.——In place of bells, clocks, &c., as time signals at stations, Mr. J. S. Torrop, of Edinburgh, has devised a new one, or rather adopted an old one, as a railway-train-monitor, namely, a moveable ball mounted on a lofty pillar, wound up to the top by clock-work, and taking a definite time to descend. This time is set to ten minutes. When the ball is seen at the top of the pole or pillar, passengers approaching the station are informed that they have ten minutes; if half down, five minutes, and so on. Being capable of being made a conspicuous object, its indications can be distinguished at a considerable distance by intending passengers, who may be thereby saved all unnecessary excitement and uncertainty in making their way to the station, while the officials will be also saved from the annoyance of questioning as to the time the train is due. ——Mr. Bushby, of Littlehampton, has contracted for the erection of the railway terminus at Landport. We understand the sum is between 10,000*l*. and 11,000*l*. The entire works are to be completed within five months. ——The Admiralty have assented to the proposed South-Western extension line from Richmond to Windsor, on condition that the navigable channel of the Thames be crossed by bridges of one span, with as much headway as the limits of deviation will allow. The point at which the line is to cross the river is about three quarters of a mile below Windsor-bridge. ——The past week has been an important one in the modern history of Gainsboro', from the opening of a line of railway, which places the town within an hour and three-quarters of Hull. The Great Northern line to Lincoln, also lately opened, will be felt as a still greater convenience.

SALE OF JOHN OF GAUNT'S PALACE, LINCOLN.

THE old mansion called "John of Gaunt's Palace" has lately been sold, and the beautiful oriel, or bay window, at the south end of the building, was offered for sale separately. It has not, however, been taken down, nor has any part of the building been pulled down or altered, and it is to be hoped that the destruction may be prevented. There is a view of this old mansion, done by Nathaniel Buck, in 1726, which gives a general idea of the whole eastern front. A great part was taken down soon afterwards, but the oriel, and a window which is engraved in Pugin's Specimens, from sketches by Mr. F. J. Willson, of Lincoln, were left standing, and are yet remaining. The former is blocked up, and a modern chimney stands behind it.

Part of the eastern front remained standing until the early years of the present century, and a drawing of it is in the British Museum. This was made by Mr. Grimm, an artist who was employed by Sir Richard Kaye, Bart., when Dean of Lincoln. It is to be feared that the beautiful *oriel* (to use a common term, if not strictly a correct one,) will tempt some amateur to a purchase, and then it may be pulled down and stuck into a modern villa, and thus be deprived of its real value. It has never been thoroughly examined withinside, and, consequently, the delineations that have been made are imperfect. It is unequalled for richness and elegance.

The other window is also very elegant; it has been adopted, by the late Mr. Wilkins, at Cambridge.

Miscellanea.

RE-ERECTION OF THE OLYMPIC THEATRE.—We urged a short time since the impolicy and impropriety of rebuilding the Olympic Theatre in Wych-street. The *Athenæum*, taking the same view, says,—"We regret to hear that it is proposed to rebuild the Olympic Theatre on its recent site,—the front, for the better convenience of carriage approach, being turned towards Newcastle-street. We wish there were somewhere an authority to prevent this; and are of opinion that had the fire by which this edifice was recently destroyed taken place two hours later in the evening than it did, this authority would speedily have been found. There have surely been calamities and warnings enough of late to point out the pressing necessity of providing ample passages of egress and spacious approaches to buildings in which multitudes of human beings congregate.—Covering an insufficient area of ground and hemmed closely in on every side, the site of the old Olympic seems well chosen for converting such another accident as that which has just destroyed it into one of those terrible events that startle public remorse into such measures of prudence unaccountably neglected on any milder suggestion."

PROJECTED WORKS.—Advertisements have been issued for tenders,—by a date not specified, for the erection of a district church at Brompton, Middlesex; by a date not specified, for the whole or either of the following churches: a district church at Clay Cross, Northwingfield, and a district church at Belper, in the county of Derby, and a parish church at Bulwell, in the county of Nottingham; by May 8th, for the several works required in erecting the general station at Wolverhampton, with carriage-sheds, platforms, &c.; by 27th inst., for the erection of a new Wesleyan Chapel at Witney, Oxfordshire; by a date not specified, for the erection of a gasholder, &c. for the Sheerness new gas works; by 27th, for the several works to be done in the erection of a parsonage house at Chapel-en-le-Frith, Derbyshire; by 5th proximo, for filling up the site required for the cattle market in Shrewsbury; by 25th, for the erection of farm-buildings for Mr. Adam Eve, Jun., at Hangham, near Louth; by 25th, for the erection of a rectory house at Lambley, Nottingham; by 24th, for the erection and completion of a brick warehouse at Bolton; by 26th May, for the erection of sundry buildings and works at the new barracks at Owlerton, near Sheffield; by 7th May, for about 5,500 tons of cast-iron pipes, from 2 to 20 inches in diameter, for the Manchester Corporation waterworks; by 23rd inst., for certain works and additions to the laundries and drying-rooms of the workhouse, Leicester-square; by 8th May, for certain alterations and additions to the kitchen of the Bedford Lunatic Asylum; by 2nd, for the erection of additional buildings at Queen's College, Birmingham; by 15th, for paving and repairing carriage ways and footways in St. Clement's Danes parish; and by 30th inst., for the execution of the cast and malleable iron-work required for the shed and roof of the central station at Newcastle-on-Tyne; also for building a small station-house at Gateshead, and another at Newcastle. A large contract for sheet copper is shortly expected to be announced by the French Minister of Marine for sheathing a great portion of the national navy.

THE FOUR-MILE PANORAMA.—Sir: On paying a visit last week to the Mississippi panorama in Leicester-square, it struck me that it would be worth while to test the accuracy of its alleged dimensions, viz., four miles. I therefore noticed how many lengths of canvas of the *size* of the disc passed *across* it in three successive quarters of an hour: the average for each fifteen minutes was ten lengths. The exhibition lasted 1½ hour. The width of the disc was then paced, and found to be about 20 feet; consequently, 20 × 10 × 6 gives 1,200 feet as the real length; so that if even 120 feet be added as compensation for any possible error, the result is still only ¼ of a mile, or 1-16th of the pretended length. This is too palpable a Jonathanism. Of course, if the advertisement be correct, the canvas must, during exhibition, be constantly travelling across the stage nearly at the rate of 3 miles an hour, which would hardly allow the painting to be seen at all, and certainly would give no time for the lengthy stoppages and explanations that actually take place.—A.

NATIONAL GALLERY OF ART FOR IRELAND.—At the last meeting of the committee of the Royal Irish Art Union, Mr. Blacker announced that a munificent donation had just been made to Dublin, being no less than two cartoons of Raphael. The subjects were, "St. Peter and St. John Healing the Lame Man at the Beautiful Gate of the Temple," and "Elymas, the Sorcerer, Struck Blind." Early in 1847, he (Mr. Blacker) had some correspondence with Mr. Nicolay, of Oxford-square, London, when getting up the exhibition of the works of ancient masters for relief of the then general distress. He received the other day a letter from Mrs. Nicolay, saying that she was but carrying out the wishes of her late husband in asking him, Mr. Blacker, to take charge of two cartoons of Raphael, which he prized most highly, and was desirous should be presented for the formation of a permanent gallery of art in Dublin. Mrs. Nicolay, as an Irishwoman, felt peculiar, although mournful pleasure in carrying his wishes into effect. Mrs. Nicolay accompanied the gift with a short statement of their history, and how they came into Mr. Nicolay's pos-

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